

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4773

晚二十月正年一十三精光

WEDNESDAY, FEBRUARY 15, 1905.

三拜禮

號五十月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,520,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO, LONDON, NEW YORK,
NAGASAKI, LYONS, HONOLULU,
SAN FRANCISCO, SHANGHAI,
BOMBAY, NEWCHWANG,
TIENTSIN, LIAOYANG,
PEKING, DALNY,
KOBE.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION OF LONDON AND
SMITH'S BANK, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of a per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "

" 3 " 3 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000 \$17,000,00
Silver Reserve \$7,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman,
H. E. TOMKINS, Esq., Deputy Chairman,
E. Goetz, Esq., Hon. R. Stewart,
Hon. W. J. Gresson, N. A. Siebi, Esq.,
A. Haupt, Esq., H. W. Slade, Esq.,
H. Schubart, Esq., E. S. Wheeler, Esq.,
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED,
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of a per cent
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4% per Cent. per Annum.
For 6 months, 5% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,
Chief Manager,
Hongkong, 20th August, 1904. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Banks conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION, Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXE
DEPOSIT AT 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st May, 1902. [22]

THE
DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI,
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow,
Tientsin, Tsingtao (Kiautschou).

LONDON BANKERS:
MESSRS. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager,
Hongkong, 12th August, 1904. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undesignated AGENTS of the above
Company are prepared to accept First
Class FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1905. [24]

JAPAN



THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO,
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kuro, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchiuotsu, Basebo, Mikie, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Code).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miiko, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanda, Mameda, Mapoura,
Oboura, Oshiba, Sabaraha, Tsubakuro, Yoshihotani, Yoshio, Yundokibara and other Coals.

S. MINAMI, Manager, Hongkong. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS FOR THE UNITED STATES
IN CHINA AND THE PHILIPPINE ISLANDS.

CAPITAL AND SURPLUS
AUTORISED GOLD \$10,000,000
CAPITAL PAID UP GOLD \$ 3,947,200
RESERVE FUND GOLD \$ 3,947,200

HEAD OFFICE;
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED,
UNION OF LONDON AND SMITH'S BANK, LTD.
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange business,
receives Money in Current Account and accepts
Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 3rd January, 1905. [26]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1866.

Shanghai Tacls.

SUBSCRIBED CAPITAL \$5,000,000

PAID-UP CAPITAL \$5,000,000

Head Office—SHANGHAI.

Branches and Agencies.
CANTON, PENANG,
CHEFOO, SINGAPORE,
HANKOW, TIENSIN,
PEKING.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
Branches and Agents and Telegraphic Trans
acts Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities,
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
4 per Cent. per annum on the above
Fixed Deposits for 3 months.

E. W. RUTTER,
Manager.

Hongkong, 6th January, 1905. [27]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$800,000

RESERVE LIABILITY OF SHARE-

HOLDERS \$800,000

RESERVE FUND \$800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF A PER CENT. PER
ANNUM ON THE DAILY BALANCES.

ON Fixed Deposits for 12 months, 4% per cent.

6 " 6 " 3 " 3 "

6 " 6 " 3 " 2 "

T. P. COCHRANE,
Manager.

Hongkong, 19th May, 1904. [28]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK
OF DRUGS, PERFUMERY, TOILET AND
SICK ROOM REQUISITES, &c.,

always on hand.

A large variety of CHOCOLATES, in Fancy
Boxes, at reduced prices, owing to favourable
exchange.

Note Address:
56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 23rd January, 1905. [29]

LANE, CRAWFORD & CO.,

HAVE JUST RECEIVED

NEW STOCKS OF

SLAZENGER'S

TENNIS RACKETS

FROM

\$8.50 to \$28.00 each

ALL WEIGHTS.

Court
Markers.

AYRES

CHAMPIONSHIP

LAWN TENNIS BALLS,

1905.

TENNIS POSTS AND NETS.

LANE, CRAWFORD & Co.

Hongkong, 16th January, 1905. [30]

AQUARIUS.

TRADE

MARK

THE BEST OF

MINERAL WATERS,

IN BOTTLES, HALF-BOTTLES AND SPLITS.

SOLE AGENTS FOR HONGKONG—

GALDBECK, MACREGOR & CO.

15, QUEEN'S ROAD,

Hongkong, 2nd February, 1905. [31]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON RHMARKS.

SHANGHAI { MALTA About 25th } Freight and
R. A. Peters February Passage.

LONDON, &c. { CHUSAN Feb. 25th, Noon } See Special
H. W. Kenrick, R.N.R. Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent,

Hongkong, 15th February, 1905. [32]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, BURZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SACHSEN WEDNESDAY, 1st March.

PRINZESS ALICE WEDNESDAY, 15th March.

PRINZ REGENT LUFTPOUD WEDNESDAY, 29th March.

PRINZ HEINRICH WEDNESDAY, 12th April.

Shipping-Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,.....	Captain H. D. Jones
" " "POWAN,"	2,328 "	R. D. Thomas.
" " "FATSHAN,"	2,260 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	G. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.		
Departures on Sundays at 12.30 P.M.		
Departures from Macao to Hongkong daily at 8.30 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons,.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons,.....	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunki, Mahring, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-Ta, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow, Single \$15.00. Return \$25.00.

Canton to Tak Hing, Single \$12.50. Return \$21.00.

Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN,"	Capt. B. Branch.	S.S. "SANUI,"	Capt. H. Black
Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES.—Hongkong to Wuchow, Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00; available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING,"	Capt. R. Birse.	S.S. "HONGKONG,"	Capt. Maxfield
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).			

FARES.—Hongkong to Kong Moon, Single \$6.00.

Hongkong to Kunchuk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meal charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

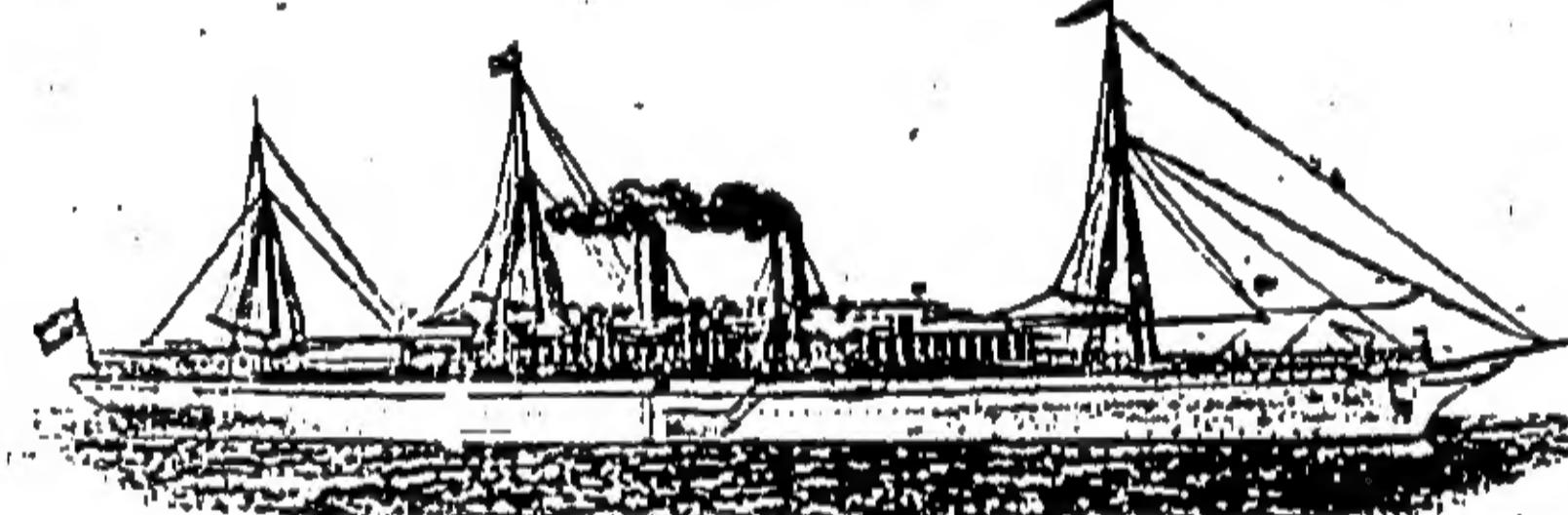
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905.

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CANADIAN PACIFIC RAILWAY COY'S. ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

'PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN,"	6,000 Tons.	WEDNESDAY, 8th March.
" " "ATHENIAN,"	2,440 "	WEDNESDAY, 15th March.
" " "EMPEROR OF CHINA,"	6,000 "	WEDNESDAY, 29th March.
" " "EMPEROR OF INDIA,"	6,000 "	WEDNESDAY, 19th April.
" " "TARTAR,"	4,425 "	WEDNESDAY, 26th April.
" " "EMPEROR OF JAPAN,"	6,000 "	WEDNESDAY, 10th May.

Hongkong to London, 1st Class, via St. Lawrence & Co., via New York & Co.

Hongkong to London, Intermediate on Steamer, and 1st Class Rail.

Steamer, and 1st Class Rail.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the ATLANTIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder's Street.

Hongkong, 8th February, 1905.

[10]

HAMBURG-AMERIKA LINIE.

OSTHALTEISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIEGE, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIQUE PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS.

HAVRE and HAMBURG.

(Calling at SPORE & COLOMBO).

ALESIA..... HAVRE, ANTWERP and HAMBURG.

Sachs..... (Calling at SPORE, PENANG & COLOMBO).

SAMBIA..... HAVRE and HAMBURG.

Lining..... (Calling at SPORE, PENANG & COLOMBO).

RHENANIA..... MARSEILLES, HAVRE & HAMBURG.

Behrens..... (Calling at SPORE, PENANG & COLOMBO).

SUEVIA..... HAVRE and HAMBURG.

Krauled..... (Calling at SPORE, PENANG & COLOMBO).

FOR ODESSA.

With Transhipment at Singapore,

ARCADIA, Captain Förck, to sail from Singapore about 2nd February, Freight.

ANDALUSIA, Captain Föller, to sail from Singapore about middle of March, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of the "Rhenania". Saloons and cabins amidships. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE.

Hongkong, 13th February, 1905.

[11]

D. NOMA, TATTOOER!

6, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,000 Recommendations which I have received from all sources.

Hongkong, 10th November, 1904.

[12]

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:

Kennedy Town to Post Office to cents First Class.

Office 4 " Third "

Post Office to Causeway Bay or Raco Course 4 " First Class.

Causeway Bay to Shaukiwan 5 " Third "

Shaukiwan 5 " Third "

The previous Table of Fares is hereby cancelled.

Pending the arrival of New Tickets the existing stock will be used. The value of the ticket issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT,

General Manager.

SHEWAN, TOMES & Co., Agents.

Hongkong, 8th February, 1905.

[13]

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 15 minutes.

Intimation.

WM. POWELL,
LIMITED.
ALEXANDRA
BUILDINGS,
Des Vaux Road.

FIRST FLOOR BY LIFT.

OUR
FURNISHING
DEPARTMENTis completely stocked with all the
newest

Art Tapestries.
Muslins.
Velvets.
Plushes.
Cretonnes.
Roma Satins, etc., etc.

CARPETS OF
EVERY
DESCRIPTION
AND MAKE.Several hundred Smart Carpet
Squares, - all sizes and prices.Bedsteads, by the very best
makers only.Upholstering done in first-class
style.Houses completely furnished.
Special attention given to the
shipping trade.**BLANKETS!****BLANKETS!****BLANKETS!**SPECIAL
PURCHASE OF
BLANKETS
NOW ON SHOW.

LADIES' DEPARTMENT.

FOR THE RACES.
New Millinery, Sun-
shades, Dress Fabrics,
Gloves, &c., &c.Ladies requiring Costumes are
requested to pay us an early visit.**Wm. POWELL, Ltd.**
HONGKONG.

Hongkong, 2nd February, 1905. [33]

Intimations.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
21st, 22nd, 23rd and 25th FEBRUARY.TICKETS OF ADMISSION to the GRAND
STAND and ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, LD.
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day), or \$3 per day.

Tickets for the Off-Day, \$2.

No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES of the
GRAND STAND and ENCLOSURE during the
Races on the 21st, 22nd, 23rd and 25th
instant.A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families.
Tickets for which will be sent out with
the Members' Tickets after WEDNESDAY,
15th instant.All tickets must be produced to gain
admission.T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACE COURSE
during the Race Days WITHOUT TICKETS
which can be had on application to the Under-
signed between WEDNESDAY, 15th, and
MONDAY, 20th inst.T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th February, 1905. [247]HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per
Share, declared at the Ordinary Half-
Yearly Meeting of Shareholders, held this day,
will be payable at the Hongkong and Shanghai
Banking Corporation, on and after WEDNES-
DAY, the 15th February, 1905.SHAREHOLDERS are requested to apply
to the Office of the Company for Warrants,
By Order of the Board of Directors,T. ARNOLD,
Secretary.
Hongkong, 14th February, 1905. [244]HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that on
and after this date Interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905;JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the ORDINARY
HALF YEARLY MEETING of the SHAREHOLDERS in this Corporation
will be held at the CITY HALL, Hong-
kong, on SATURDAY, the eighteenth day of
February, 1905, at Noon, for the purpose of re-
ceiving the Report of the Court of Directors
together with a Statement of Accounts to 31st
December, 1904.By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [196]HONGKONG AND SHANGHAI BANK-
ING CORPORATION.NOTICE is hereby given that the REGIS-
TER OF SHARES of the Corporation
will be CLOSED from SATURDAY, the fourth
to the eighteenth day of February, 1905, (both
days inclusive), during which period no Transfer
of Shares can be registered.By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 31st January, 1905. [197]HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
of SHAREHOLDERS will be held in
the Offices of the Company, Queen's Buildings,
New Praya, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of re-
ceiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 26th January, 1905. [177]HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING of SHARE-
HOLDERS in the above Company, will be
held at the Offices of the Company, Pader's
Street, on MONDAY, the 6th day of March,
1905, at 11.30 A.M., to receive a Statement
of Accounts to 31st December, 1904, and the
Report of the General Managers, and to elect
a Consulting Committee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 6th March, both days inclusive.JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th February, 1905. [226]

THE WAR.

THE BATTLE OF HEIKOUTAL.

RUSSIAN VERSION.

Major-General Dessino, the Russian Military
Agent in China, has placed at the disposal of
the *Shanghai Mercury* the following telegram:

From Russia Headquarters,

Mukden, 5th February.

On the 25th January fighting commenced and
our troops on the right wing began in parts to
advance. On this day we captured the Japanese
position near Hua-lo-tai-tsze and Tu-tai-tsze, on
the Hun-ho, forty versts (23 miles) S. W. of
Mukden. On the same day our cavalry occupied
the villages of Chi-tai-tsze and Ma-mai-
hai to the south of the previously mentioned
positions. After having taken Hua-lo-tai-tsze
our troops continued the advance and completely
drove out the Japanese from Hui-kuan-tai
at the point of the bayonet.On the 26th January, from an early hour, we
began to advance against the strongly
fortified Japanese positions near San-di-pu
(Chen-chieh-pao) and occupied them all
except the village of San-di-pu itself
in which was encountered a Japanese redoubt
of a permanent character, to defend which the
Japanese concentrated all their efforts. On
the same day our cavalry crossed the Hun-ho
and routed in disorder the Japanese forces who
at a distance of ten versts from Sandipu were
retiring from Hui-kuan-tai.On the 27th and 28th of January we bombarded
Sandipu and its redoubt. At the same time
our flanking column had an obstinate en-
counter near Haumapu and Piaotzo, where
the enemy had concentrated a considerable force
which was proceeding to make a frontal attack.
At midnight on the 29th our sharpshooters
captured Haumapu, but in the morning under
pressure of an overwhelming force of the
enemy retired to their positions at Hui-kuan-tai.Those positions were bombarded continu-
ously by the Japanese during the whole of the
28th January and in the evening they un-
successfully assaulted the place four times,
each time being repulsed with heavy loss. The
Japanese also suffered heavy loss on the 29th
whilst trying to open an attack from the village
of Sandipu to the N. W. Their columns and
lines were decimated by our fire before they
could reach our first lines. Besides this we
took by assault Hui-kuan-tai and part of Labatai
to the East of Sandipu.On the same evening the enemy began to
advance along both sides of the railway but were
repulsed with losses. The enemy twice
tried to attack the village of Peitsai to the
East of Sandipu. But they were repulsed with
heavy losses.On the 29th, the enemy, having brought up
considerable reinforcements around San-di-pu,
attempted once more to attack us but were
checked everywhere.On the evening of 30th January the Japanese
attempted to attack the village of Kette-chuang-
tsze, six versts to the East of Sandipu, and
occupied by our force. They were here like-
wise repulsed. On the same day our artillery
bombed the village of San-di-pu itself.On the 31st the Japanese from Sandipu
attacked Peitsai but were again repulsed.After those various obstinate fights, in which
we took, besides the above mentioned positions,
many others of less importance, quietness
apparently reigns again on our right flank.Having advanced our right wing thus for-
ward, we now retain all the positions which we
took in the recent battles, except the village of
San-di-pu itself, and some other unimportant
villages on our right flank, which we evacuated
after sufficient reconnoitring had been made
and the strength of the enemy and his disposi-
tion had been completely ascertained.Our losses during the recent battles amounted
to ten thousand killed and wounded.The losses of the Japanese cannot yet be
ascertained, but they must be very large.On the other fronts of the armies during the
whole of this time there was the usual inter-
change of fire daily.Altogether we captured many Japanese
prisoners, arms, ammunition and transport
trains. Much miscellaneous booty was found
in the villages from which the Japanese were
driven out.

SHIPPING JETSAM.

On Wednesday (8th inst.) afternoon there
arrived in Shanghai the China Navigation
Company's new coasting s.s. *Shun-tien*, which
was launched at Greenock on the 7th of No-
vember last, and left that port for Shanghai on
the 24th December. The *Shun-tien* is a two-
decked, steel, screw steamer, of 9,252 tons net
register and was built and engined by the
Scott's Shipbuilding and Engineering Co., Ltd.,
of Greenock. The principal dimensions are:
length, 267 feet; breadth, 40 feet; and depth,
17.2 feet. Her forecastle deck is 34 feet in
length and the bridge deck 30 feet. She is
fitted with triple expansion, surface-condensing
engines, with cylinders 21 in., 34 in., and 56 in.
in diameter, by 39 in. stroke.

INCIDENT ON "ZAFIRO."

According to Manila exchanges of 8th inst.,
a Japanese steerage passenger on the steam-
ship *Zafiro*, who was being detained on that
vessel owing to a very infectious eye disease
called trachoma, escaped from the ship.
The medical officers are careful in regard to ad-
mitting immigrants suffering from this disease
to the country, and this man was to be returned
to Japan. The only trace of him which could be
found was a line over the port side of the ship,
indicating the method of his escape. It is supposed
that some of his friends ashore knew of
his detention and sent a bancha out for him or
engaged the services of some Japanese fisher-
man. There is a heavy penalty for allowing
detained passengers to land, and although Captain
Rodger took the usual precautions in the
case, he is liable to be fined \$1,000 as a result
of the man's escape.

DISLOYAL CONTRABAND CARRIERS.

The masters of foreign steamers captured by
the Japanese are reported to have said that
they entered into agreement with their Russian
employers by which each vessel received
\$40,000 for its services, \$20,000 at the port of
departure and the balance at Vladivostok.
There are many stories current of the disloyal way
the Russians are being treated by those they
employ to carry contraband to Vladivostok.
It will be remembered that several steamers
have been captured in the Tsushima Straits on
their way to Vladivostok. To the landmen
nothing appears more certain than that steamers
should be captured when passing through
these straits, but it is alleged that captains,
carrying contraband desire nothing more than
to fall into the hands of the Japanese. It is
asserted, says the *Japan Chronicle*, that from
the capitals down the crew have received hand-
some "consideration" from the Russian agent
at Shanghai, and the agent having already
placed in the bank a sum which easily covers
the steamer's value the mercenaries have nothing
to lose by steaming into Sasebo instead of
Vladivostok. Probably the stories are base-
less, but it is certainly remarkable that so
many vessels laden with contraband have
been passed through the Tsushima Straits.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instruction
to Sell by
PUBLIC AUCTION,
TO-MORROW,the 16th February, 1905, at 10 A.M., at
H. M. NAVAL YARD,SUNDAY NAVAL, VICTUALLING,
OBSCOLE AND CONDEMNED
STORES,Comprising:-
BOAT'S ENGINES, WILLANS' ELECTRIC
LIGHT ENGINE, ELECTRIC CABLE,
MACHINES VENTILATING and
D'ILLING, LATHE, BRASS, COPPER
IRON, MANGANESE BRONZE, PAPER,
STUFF, CANVAS, FURNITURE, BLAN-
KETS, PROVISIONS, IMPLEMENTS, &c.TERMS OF SALE:-As customary.
HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 15th February, 1905. [221]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,the 17th February, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,corner of Ice House Street,
A GREAT ASSORTMENT OF
ENAMELLED WARE GOODS,Comprising:-
TIFFIN CARRIERS, TEA and COFFEE
POTS, SAUCEPANS, SOUP LADLES,
&c., &c.;
ALSOA Quantity of AUSTRIAN RUBBER
SHOES.TERMS:-As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th February, 1905. [230]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY,the 17th February, 1905, at 3.30 P.M., at the
Kaiping Storage Ground, Yau-ma-tai,
ABOUT 780 TONS OF
WASHINIME KIRIGOMI COAL,
(in good order and condition).TERMS:-As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 14th February, 1905. [248]

Intimation.

YOU WANT
PROVISIONS
AND
WINESIN
1905.GET YOUR SUPPLIES
FROM

R. Perez & Co.

SUCCESSORS TO

A. CHAZALON & Co.

Who are Suppliers of High Class

Wines, Spirits and</div

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

Per doz.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS,

Hongkong, 11th February, 1905.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, FEB. 15, 1905.

THE AUSTRALIAN MAIL
SERVICE.

The anomalous attitude, which has been adopted by the Australian government with regard to the over-sea mail service contracts, is likely soon to reach a crisis. When it was first indicated that one of the conditions under which the mail service subsidy would be renewed was that the vessels in which the mails were carried should be manned from quarter deck to stokehold by white labour, the P. and O. Company immediately stated that they would have nothing to do with a contract on these terms. The Orient Company appeared on the scene and it seemed for a time that they would fill the breach left vacant by the withdrawal of the P. and O. Company. But again the Australian Government destroyed their chances of securing an efficient service by a policy of niggardliness. Under the contracts which are now about to expire Australia pays of £72,000. The Federal Parliament, however, has laid down new conditions, under which the company would provide a faster service than before and have to carry the mails both ways for the Australian subsidy, for the Imperial Government may be expected to consider that it has done its share by contracting with the P. and O. Company for a fortnightly service. The Orient Company offered to fulfil the conditions, provided the subsidy was increased to £140,000; but that tender was rejected, so that to all intents and purposes Australians have no guarantee that their mails will be carried out of their country when the existing contracts expire. Australia is naturally isolated from the world's markets, but with this additional handicap it will be impossible for producers to compete on anything like a fair level with the traders of other countries. And how has this state of things come about? A Sydney contemporary supplies the answer: "Simply that the whim of a section of Federal politicians to try to compel steamers to employ all white labour on ocean voyages may be indulged." Unless some arrangement is arrived at shortly whereby Australia will be assured of regular mail communication with the mother country and other nations heavy material loss is bound to result. It is to be hoped that the sensible section of the community will realise in time the effect of their latest fad, and save the country from the dire effects which most certainly will ensue should the present policy be continued.

LOCAL AND GENERAL.

The coinage of Tl. 1 coins is going to be started in Tientsin.

The death is announced of Mr. J. Bernet, the ex-champion billiard player.

By a printer's error in our issue last night the name of the gentleman who rendered "first aid" in extinguishing the fire at No. 89, Queen's Road West, was made to read "Lonsban." It should have been "Lengshan,"

what the Chinese can do in the way of binding poles together and the wonderful elasticity and strength of these structures, will be quite con-

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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Single Copy, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 2nd of February, at Kiukiang, the wife of A. G. BETHELL, I. M. Customs, of a daughter.

On the 9th of February, at Ningpo, the wife of PAUL STAVE, of a daughter.

MARRIAGES.

On the 21st of January, in H.B.M. Legation Chapel, Peking, by the Rev. F. L. Norris, M.A., Acting-chaplain to H.B.M. Legation, JOHN WALTER, third son of Thomas William Richardson of Swatow, China, to JESSE AUGUSTA, youngest daughter of Henry Thomas Osterwill of Felixstowe, Kent.

At the Holy Trinity Cathedral, Shanghai, on the 4th February, by the Rev. A. J. Walker, M.A., ALBERT EDWIN HOUSE, Lieutenant, Royal Navy, H.M.S. *Sirius*, seventh son of the late Mr. L. W. House, of Alverstock Parish, Hants to ELLEN, second daughter of Mrs. H. S. Goodfellow, of Shanghai.

On the 7th inst., at All Saints, Tientsin, Captain ACCURT, Imperial Austrian Navy, to DAISY, eldest daughter of the late Harold von Meyeren, of Tientsin.

DEATHS.

On the 8th of February, at Chinkiang, JAMES KIRKWOOD, 1st Engineer of the Revenue cutter *Chuertien*, aged 57 years.

At the General Hospital, Shanghai, on the 4th February, ARTHUR DOUGLAS, of the Pingshang Collieries aged 7.

At the Kiangsu Chemical Works, on 8th February, FREDERICK MANN, aged 47.

On the 4th inst., at the Isolation Hospital, Shanghai, MINNIE, relic of the late William Allen, many years pilot of s.s. *Pekin*.

At hospital, Shanghai, on the 13th instant, WILLIAM WALKER RUDGER, engineer, aged 23 years, youngest son of Robert Rudger, Port Glasgow, Scotland.

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THE following have been chosen to play for the Hongkong Football Club in the Rugby match against a Naval team at Happy Valley to-morrow. Kick off 4.45 p.m. Back—T. C. Gray, Three-quarters—A. S. Kempthorne, T. E. Pearce, G. R. Horsay, G. B. Macdonald, Halves—J. P. Jordan, A. B. de Veule, Forwards—E. R. Halifax, R. M. Rankin, J. Harrold, J. C. Stosa, W. B. Duncan, H. G. Bailey, E. Rogers, and H. F. Chard.

Mr. H. R. Hancock, of the firm of Messrs. Shewan Tones and Co., of Hongkong, who arrived here lately, says the Manila *Cablenews*, the champion tennis player of the Orient, Mr. Hancock lately played the best player in Manila at the grounds of the Manila Club, and easily won the series. The Manila man won the first set but Mr. Hancock won the succeeding two with such ease as to inspire the suspicion that he was not trying in the first. Last January, however, Mr. Hancock played the California champion in Hongkong and was defeated.

FOUR cooks, from the s.s. *Kaiyong*, started out to have a good time last night, and had it; but then refused to pay the piper, and that led to the trouble. It appears they went into a *kaiyong* (neighbourhood) not their own, and proceeded to make merry on the best Chinese "chow" to be had in Shek-tong-shui, washed down with liberal libations of *samshu*, and enjoyed the society of their lady friends for several hours. But when the landlady produced the bill they did the vanishing act with alacrity. But they did not get far away, as the landlady's heart-rending cries attracted the attention of a *lukong* to four flying figures, and like the brave Irish soldier of history, "he surrounded them," and alone he arrested all four! Among the charges against the men was that one deliberately sat down on a burning lamp (probably feeling cold) and broke it. In the result, when placed before Mr. Gompertz this morning, His Worship advised the men to go out of Court and endeavour to settle the matter with the landlady. They did so, and shortly after returned and said they had settled the matter of the "chow" by paying \$8, but that was not to include the damage to the lamp and other things. His Worship fined them \$3 each for their disorderly conduct, and \$1 each as compensation to the landlady, and warned them not to be charged before him again. The men paid their fines.

CHIUNG Fong is a master tailor, doing business at No. 26, Graham Street. Cheung, is also a very violent man, and this morning he had to pay the penalty for his violence. From the facts of the case heard before Mr. H. H. J. Gompertz at the Magistracy this morning, it appears that Cheung, some days ago, dismissed Wong Tak, one of his workmen, for some trivial fault, and refused to pay him the wages due to him to date. Yesterday afternoon he went back to the shop and asked either to be paid the wages due, or to be allowed to work the month out. Without a word the violent Cheung seized a heavy ruler lying by his side, and aimed a smashing blow, which caught Wong straight across his mouth. The blow cut up his lips frighteningly, loosened all his front teeth, damaged his tongue and gashed his chin and cheek. The poor man at once started for the Central Station to report the matter to the police, leaving a trail of blood along the road, and on arrival at the Station was so weak and exhausted that he was unable to tell his tale, until, after he had lost some more blood, Inspector Smith was enabled to staunch the terrible bleeding, and bring the man round. He then laid his charge, and Cheung, the brute, was arrested, with the result that this morning His Worship, after some severe words regarding his conduct, fined him \$10 for the unprovoked assault, and ordered him to pay \$10 compensation to Wong. The question as to what the Chinese can do in the way of binding poles together and the wonderful elasticity and strength of these structures, will be quite con-

OUR RACE COURSE.

PREPARING FOR THE RACES.

NATURAL BEAUTIES OF HAPPY VALLEY.

The preparations for the forthcoming race meeting under the auspices of the Hongkong Jockey Club are being pushed forward with the utmost despatch, and already most of the larger works in connection with the races are well on the way towards completion. In some respects the Hongkong Jockey Club races differ very materially from those of other places in the East. The greatest difference is, of course, found in the fact that it is an amateur meeting, where all are gentleman riders. Again, instead of having horses specially imported for the occasion, the hardy little Chinese pony is brought on the scene, and those who remember past race meetings in Hongkong will readily admit that if the pace is not record-breaking, it is at all events wonderful when the size and apparent stamina of the ponies are taken into consideration.

IN THE STRAITS.

In Singapore and the South generally the races are contested by specially trained Australian horses. Nowadays, the horse required to win a race in the Straits, even when the purse is but a trifle, will cost anything between \$1,000 and \$4,000. The result is that the races are in the hands of a fortunate few who have the money to spare for this "sport of kings," and the average man has only the questionable privilege of squandering his hard-earned shekels by means of a pari-mutuel. Then, the jockeys are all professional men, whose whole life is devoted to the training and riding of horses, from the immature foal to the fully-fledged animal. Occasionally a wonder is produced, such as *Essington*, for example, which carried off all the honours of the turf in the Straits, and the Malay States for a couple of years, and never knew defeat in a big race.

AMATEURS v. PROFESSIONALS.

In Hongkong, on the other hand, the races being promoted by amateurs and limited to amateurs, there is the certainty that we shall enjoy sport in the truest sense of the word. Without going into the merits of that much-vaunted question, amateurs v. professionals, it can be said that for those who enjoy sport for its own sake amateurism has a charm which is not always to be found when professionalism is to the front. And the beauty of it all is that the commonest of common cobs, owned by the humblest stable, has every chance of romping home a winner, for the simple reason that it will meet its own kind on the field, and not animals of a special strain which from their birth have been nurtured for the occasion.

AT HAPPY VALLEY.

But in another respect, Hongkong is especially favoured, for in Happy Valley we have a natural race course. It may be that in some far-off *glen* in the wilds of Australia, or in the heights of the Argentine, there is a rival to Happy Valley; but it is to be doubted. The view itself is a panorama, ever changing, ever beautiful. Enclosed on three sides by lofty hills, and with a view of the sea on the fourth, any of the verses which make up the song of "Killarney" might be applied to it were in a poetic vein, but poetry and horse-racing are not exactly an agreeable couple.

A RACE COURSE FROM A SWAMP.

When it is remembered that Happy Valley was once a swamp, as foul and treacherous as any Irish bog, and that to-day it is one of the picture spots of Hongkong, the remarkable change will be appreciated. Where cricket and football are now played were the Hongkong gardens, but they have passed away, and like the flowers that bloom in the spring have nothing to do with the case. The swamp was drained, and now there are two courses, the inner course—a gravelly soil—being utilised by ordinary riders who wish a short canter; and the outer, which is of fine soft turf, almost as easy to the feet as English turf, for training and racing purposes.

PREPARING THE COURSE.

A visit to the course the other day showed how carefully the Jockey Club Stewards, with their indefatigable Clerk of the Course, are getting the outer course into condition for next week, and it also revealed a distinctly Eastern scene, which although it would amaze people at home is passed by here as of no account because common. The iron rollers were being dragged by twenty-two persons, twenty of whom were women! The roller was not exceptionally huge, but even Chinese women have not all the strength in the world, and the way they hauled that roller along the track was a sight to see. The Chinamen, naturally, refrained from pulling the ropes; their duty as lords and masters was to encourage the weaker vessels by word and gesture, to whip up the flagging, and to cheer the weary.

THE PERMANENT BUILDINGS.

Up to the present time, the workmen engaged by the Hongkong Jockey Club Committee have been mainly concerned with the re-decoration of the permanent buildings—the Grand Stand, the stables, the enclosure, and the accommodation for the judge and stewards. A start was made last week with the erection of the extra stands, that for the Club Lusitan occupying the most prominent position, and as these are of the usual type adopted in Hongkong they should be ready for occupation in a few days. But, of course, a good deal remains to be done.

NEW STANDS ERECTED.

Starting from the north-western point, five large stands are in course of construction. Built up on slender poles, to the height of about twelve feet, the stands are firmly secured and roofed over with the usual matting. To the inexperienced eye, and to the stranger, the stands might seem to have a somewhat rickety and upstart appearance, but those who know what the Chinese can do in the way of binding poles together and the wonderful elasticity and strength of these structures, will be quite con-

sidered of their security. There is no fear of an *Ibrox Park* affair at Happy Valley.

ACCOMMODATION FOR 7,000 PEOPLE.

Four of the stands, one of which is exceptionally large, should easily accommodate 4,000 people. There is another, rather smaller, next to the Grand Stand which appears to be set apart for special purposes; while at the far end of the stables there is a large erection which will be occupied by the Hongkong Hotel, and devoted also to other purposes. Altogether there are twenty sections, and it is roughly estimated that the entire circle of stands, including the Grand Stand itself and the owners' stands over the stables, should provide accommodation for 7,000 people. The *hoi-poloi* can spend their time and their money, too, doubles, in the centre of the course, or they may climb the neighbouring hills, and watch the races in comfort and peace. Indeed, it appears that a goodly number of people, whose nerves have already been shaken by the din of the Chinese New Year, prefer to enjoy the race meeting from some vantage ground on the hills, and to make a picnic of the event.

AT THE STABLES.

The stables are exceptionally roomy and well-arranged. The names of the owners who have up to date taken stalls are placarded on the various stalls, but a good many stalls have yet to be taken up. The following is a list of the owners whose names are ticketed on the stalls, together with the number of stalls which they have declared is their intention to occupy:

Mr. W. J. Gresson, 14 stalls;

Mr. H. N. Mody, 11 stalls;

Mr. T. F. Hough, 5 stalls;

Mr. H. P. White, 8 stalls;

Mr. Clarke, 2 stalls;

Mr. "Griffin," 1 stall;

Mr. Mackie, 1 stall;

Mr. K. Wibel, 5 stalls;

Mr. D. Macdonald, 4 stalls;

Mr. G. C. Moxon, 2 stalls;

Mr. John Jupp, 1 stall;

The Hongkong and Shanghai Bank, Junior Mess, 1 stall;

Mr. Britton, 1 stall;

Mr. G. H. Potts, 4 stalls;

Mr. Kennedy, 8 stalls.

The facilities for allowing the horses to be led from the stables to the course are admirable. Each horse is led along a wide central passage to the rear of the Grand Stand, and a clear thoroughfare is afforded to the entrance of the course. The stables are well ventilated, and the sanitary arrangements are all that could be desired. The entire building has been re-painted and looks as bright as a new pin.

THE GRAND STAND.

The Grand Stand remains as it was before, with the exception that it has been repainted and re-decorated. Even the weather-cock above the ornamental dome has been re-glided. It has been remarked that if the weather-cock could point out what is to win as easily as it shows the direction of the wind there would be few people looking at the horses. The stairs and approaches have been repainted and altogether the Grand Stand is a credit to the Hongkong Jockey Club. Indeed, there are few grand stands in the East which can equal that at Happy Valley. At Singapore the members' stands are very bleak affairs, and so separated that it is a sort of day's journey to go from one end to the other. Bangkok Sporting Club have a very elaborate building, but few would assert that it is equal to the grand stand at Happy Valley. At Shanghai extensive improvements are being made in respect of the buildings on the race course. Taken altogether, then, it may safely be maintained that Hongkong's Grand Stand and race building—in so far as anything of the magnitude of buildings in Hongkong, At Shanghai extensive improvements are being made in respect of the buildings on the race course. Taken altogether, then, it may safely be maintained that Hongkong's Grand Stand and race building—in so far as anything of the magnitude of buildings in Hongkong, At Shanghai extensive improvements are being made in respect of the buildings on the race course.

GENERAL REMARKS.

One feature, which should not be overlooked, is the excellent system of distance posts. The distances at which they are placed round the course are clearly shown in large figures, so that the jockey is not obliged to strain his eyes when a post looms in sight. More than that, the spectator who may stroll round the course to see the start of a short distance race has no difficulty in finding the whereabouts of the proposed start. To finish with the judge's box where all races finish, and the stewards' stand where all race questions are settled; it has only to be said that these are placed in their old position directly in front of the Grand Stand. They have been painted a dull red; in keeping with the general colour tone of the buildings

TELEGRAMS.

[Reuter's.]

The Third Baltic Squadron.

London, 13th February.

A certain amount of insubordination prevails in the third Baltic squadron now under orders to sail for the Far East. A sailor was shot on Saturday for stabbing a lieutenant.

Locomotives for Japan.

The Japanese Government has placed an urgent order for fifty locomotives in Glasgow. Later.

The American Arbitration

Treaties.

President Roosevelt announces that the Senate has reached a stage of disagreement concerning the Arbitration Treaties which the Hon. John Hay, Secretary of State, has laboriously concluded with Japan, Great Britain, and several other European powers. The Senate, disregarding the strong pressure of President Roosevelt, inserted an amendment which was passed by 50 votes to 9, securing its right to intervene before any question is submitted to arbitration.

President Roosevelt has consequently resolved to drop the treaties altogether. Public opinion apparently endorses the action of the Senate.

(N.C.D. News.)

News from the Shaho.

Tokio, 10th February.

It is officially announced that the Russian batteries bombarded the Japanese centre and the right on Thursday. Small attacks were made by the Russians which were everywhere repulsed, and the general conditions were unchanged.

The Russians in Corea.

Tokio, 10th February.

The Russians appear to have seen the folly of distributing small batches of their troops in North-east Corea, and there will be no trace of Cossacks there before long.

SOLDIERS FATAL FALL.

A sad occurrence took place on the 7th inst., whereby a private of the Royal West Kents lost his life. From the report subsequently made to the Police, it appears that Frederick Hicks, Private No. 1483 of the above Regiment, obtained leave of absence until midnight on the night in question, and, with a companion, went out to spend the evening. At about 11.45 p.m. the two men returned to Murray Barracks, and after reporting themselves at the guard room, went to their quarters, deceased, according to his custom, lying down on a bench in the verandah of the second storey, just outside his room, and there, it is supposed, fell asleep. At about 1 a.m. on the 8th inst., the sentry heard the dull thud of a fallen body, and on going to the spot, discovered the deceased lying on the ground in a pool of blood. He was at once picked up and removed to the Military Hospital at Wellington Barracks, where, despite every care and attention possible to be shown him, he succumbed to his injuries at 10.30 a.m. on the 12th inst., the post mortem examination, which was held in the military hospital, disclosing the cause of death was conusion of the skull and internal hemorrhage.

The funeral of deceased, who was but 25 years of age, and a promising young soldier, took place, with full military honours, at the Protestant Cemetery, at Happy Valley, on the 13th inst. No report was made to the Police until at the time of making application for a burial permit, when the Coroner issued instructions for the usual police investigation. How the man fell is not known, but it is believed that getting up suddenly, half asleep, he fell over the verandah by over-balancing himself while standing up on the bench.

THE SEA SERPENT.

A GREEN-BROWN MONSTER.

"I have one item of news for this voyage," said Captain N. Allan, of the Aberdeen liner *Marathon*, when his vessel arrived to-day, says the Sydney *Daily Telegraph* of 17th ult., "and it comes from Commander J. C. Robinson, of the mail steamship *Armadale Castle*. Captain Robinson is best known as the missionary of the Castle line, and from his position may be given credence."

This is the captain's report as supplied at the Cape, and it really appears that the sea serpent has been met with at last. Under date of December 28, 1904, Captain J. C. Robinson makes the following statement: "On her present voyage out the *Armadale Castle* met with an interesting experience. The ship's perpendicular stem struck a large fish which was very likely asleep behind the pectoral fin. It had been doubled across the port side and the body and tail along the starboard side of the bow. The violent struggles of the creature, to free itself from its position led to its striking the side with its tail, marking the paint, and afterwards enabled us to make fairly accurate measurements, giving 47 ft. to the stem, with 8 ft. of head and 2 ft. of curve, a total of 47 ft. In girth the fish was about the diameter of a ship's lifeboat, gracefully tapered towards the tail. Owing to the contortions of the body no one could say for certain whether it was a mammal or fish. The head was blunt and barrel shaped, and the right eye appeared to be fairly large and protruding. The body was of a greenish-brown colour, with large dark spots all over the back and sides; the lower part being of dull white. The engines were at once stopped, and reversed, but it was a quarter of an hour before the ship was freed, when the fish sank slowly, tail first."

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

RIFLE PRACTICE.

The King's Park Range (200 yards) will be available for rifle practice on Saturday, the 18th inst., 1.30 p.m. to 5 p.m. Every member is particularly requested to attend this practice to enable the handicapped to draw up a list of handicaps. Rifles and cartridges can be obtained on the range.

LECTURE ON FIRE TACTICS.

Lieut. T. W. Fennell, R.W.R., has kindly consented to deliver a lecture on "Fire Tactics" at the City Hall (Music Room) on Thursday, the 16th inst., at 5.15 p.m. His Excellency the Governor has signified his intention of being present at the lecture.

NEW RIFLES.

Members wishing to purchase new rifles when available are requested to notify the Hon. Secretary before 19th February.

DISAPPEARANCE OF DALNY.

RESURRECTION OF TAUREN.

It is significant to learn from an official announcement that on and after the 11th instant the name of Dalny will be wiped off the map of China and will be replaced by Tauren. This is the Japanese pronunciation of the Chinese name Tali'en, by which the place was known when held by the Japanese during the Japan-China War.—*See in Chronicle*.

RAILWAY FROM PORT ARTHUR TO DALNY.

The railway communication between Port Arthur and Dalny had been restored by the Japanese and the line was opened to traffic on the 15th ult. That this was accomplished within two weeks of the Port Arthur terminus falling into hands of Japanese, reflects great credit upon the engineers attached to General Nogi's army. The length of the railway is 27 miles.—*Nagasaki Press*.

PROFESSOR JENKS AND MISSIONARIES.

SERMON BY THE REV. C. E. DARWENT.

We take the following from the *North China Daily News* of 8th Inst.

On Sunday evening last the Rev. C. E. Darwent preached a sermon at the Union Church with reference to Professor Jenks' Memorandum on Missionaries. Mr. Darwent took for his text t. John xii. 45. "I am come a light into the world." He remarked that it was rather interesting to know what a man had to say about the vexed question of missions, and of course Professor Jenks wrote only from the political standpoint. His real opinions might be much more thoroughgoing.

It was quite impossible to consider missions from a political standpoint.

Were missionaries of Christ coming to China to ask if they could preach this and that and ask the mandarins what would suit China, and cut their messages to suit the Government? Could missionaries be like timid rabbits looking over a field to see if there was any danger? That could not be done; all ministers of the Gospel had marching orders which they had to obey. Professor Jenks said that everyone must admit that missionaries did a considerable amount of good. That was very faint praise indeed. The writer went on to say that nevertheless missions created disturbances. Of course they did. What truth could be introduced into any country without creating a disturbance, when light came to disturb darkness? It could not be helped, it was a condition of progress. What, for instance, would weeds think when the hoe was applied to them. They would not like the disturbance, but nevertheless it had to be. The curious thing was that people had no objection to disturbances for secularism or railways, or to disturbances due to opposition to the old trading methods of China. This reminded the preacher of a certain vicar of a quiet country charge who received a letter from his Bishop asking him in a "quiet day" if he replied, "My Lord we have plenty of quiet days down here; what we want in this parish is an earthquake." What China needed was a moral and spiritual earthquake. It wanted new life to burst the bonds of old superstitions, absurd customs, and falsehoods. "Ye must be born again." It was utterly useless for Governments and Consuls to object to disturbances of this kind.

Professor Jenks, writing on religion in China, said that missionaries were not to oppose Chinese religion just because it was Chinese religion. They did not do so. They opposed it because it was not true. The professor further said that if there were superstitions in the Chinese religion they could be got rid of and the pure gold would remain. To the Frenchman this mind this argument presented itself like this: there were two men who wanted some rice, and there was a great heap of rubish with grains of rice scattered among tons of stuff. There was also a measure full of nothing but rice. What would be the use of someone telling one of these men to go and pick the grains out of the rubbish heap when there was a lot of it all together in the measure? Christ was the light of the world and included all truth. Why therefore should the Chinese be left to take for truth in the mountain heaps of the rubbish of popular superstitions when the Truth was available? Were there no superstitions in the Chinese religion? What about the water god with the yellow body, eight hands eight feet, and eight eyes? What about the kitchen gods who went up the chimneys in such numbers at New Year time? What about popular Buddhism? It was all very well for Sir Edwin Arnold to give an account of an idealised Buddhism, but how did it work out as the popular Chinese religion? The stories of the births of Christ and Buddha should be compared. When Christ was born angels appeared and sang, "Peace on earth good will to men." That was worthy of the coming of Christ into the world. Buddha's mother, when he was born, saw an elephant with six trunks. The preacher went on to give other illustrations of Chinese superstitions, comparing them with the Gospel story, and showing that the search for truth among Chinese superstitions would be quite futile.

The commander of the Portuguese gunboat *Limpopo* forced the Baltic Fleet to coal at Tiger Bay, Angola, Portuguese West Africa, and the Russians retired.

SHIPPING JETSAM.

THE S.S. "CARLISLE."

A telegram received by Commander Helm, chief of the coast guard service, announces that the British steamer *Carlisle* was encountered by the cutter *Luzon*, outside of San Miguel Bay on the 10th instant. The message further states that the *Carlisle*'s propeller was gone and that she had been out nearly three months from Vladivostok, bound for Port Arthur, when discovered. The message is signed by Captain Foster of the *Luzon*.

A later telegram of even date from the foregoing, from Captain Foster, states that the *Carlisle* left Vladivostok November 7, bound for Port Arthur; that she lost her propeller when three hundred miles from Vladivostok and had been under sail eighty-five days when found by the *Luzon*.

Captain Simpson, of the *Carlisle*, went ashore on February 8 with the intention of finding a telegraph office through which to communicate with Manila. He has not been heard from since.

The *Luzon* will tow the *Carlisle* to Tabaco.

—*Cab'news.*

S.S. "LEGA PL."

The *Lugasp* has been heard from again in a silly yarn. This time she is cruising off the coast of Principi engaged in delivering arms to the insurgents. The *Cab'news* of 11th inst. says: Commander Helm said yesterday that he had not the slightest faith in the report, and denied that he had any information corroborating the rumour.

Insular Surveyor Cairns said yesterday that if the facts in the case were given due consideration, it was hard to see where the reasonableness of any supposition of the *Lugasp* being afloat was apparent. The steamer left Hongkong loaded to her gun-wales, she left at a time when the weather was so rough that the captains of other ships equally seaworthy refused to venture out; and the argument that some trace or wreckage ought to have been found in case she foundered was easily refuted by the fact that the wreckage would be blown by the monsoon to the shores of the Indo-Chinese coast where it would be quickly found by the savage natives and used for firewood.

Señor Yribar was indignant as usual, and could not understand why the papers keep intimating that the steamer was possibly engaged in filibustering. If the steamer's owner could hear some of the comments made on the past career of the *Lugasp*, by men of standing and experience, he would no longer wonder.

PORT ARTHUR REFUGEES AT SHANGAI.

The stream of refugees from Port Arthur continues, and the passing of them on homeward proceeds but slowly in comparison. The hotels and boarding houses have been full, as we have said, for days, and the question of providing mere roof accommodation for these poor unfortunate is one of great difficulty. "There has been," says the *N. C. D. News* of 8th inst., uncasing activity at the Russian Consulate and by others interested in Russian affairs in Shanghai, but the arrangements made have been far from meeting the demand for accommodation. We understand that overtures have been made for several large godowns, but without success. Yesterday another batch of about 300 refugees was expected and to meet this further infold, the Russian authorities applied to the Municipal Council to help them out of the situation. The Council at once consented and placed the Riding School of the Light Horse at the disposal of the Russians. Police escorts were also offered to conduct the new comers to their temporary quarters.

The Riding School, it may not be generally known, is a spacious building at the corner of North Honan and Range Roads. It is hardly an ideal residence in the cold weather, but whilst it affords little protection against the wind it at any rate keeps those inside dry. The refugees were to bring their own bedding and stoves and the Russian authorities have made arrangements for providing them with food. The decision to allow the use of the school was come to so speedily that there was no time to notify members of the Mounted Infantry of what had been done, with the result that several of our gallant troopers, who turned up to drill yesterday afternoon, were considerably surprised to find their headquarters in temporary occupation of an invading army of Russians.

A representative of this paper visited the Riding School yesterday evening and found about seventy Russians in occupation. The Council had provided numbers of the long seats used in the Gardens and on the Bund, and these were placed back to back and boards arranged on top of them. A limited number of mattresses were also provided. The refugees found that the most comfortable way of making their beds was to take two of these seats, place them seat to seat and pile two or three mattresses into the space thus formed. Those who slept on the boards took good care to lie on two or three of the mattresses. A policeman was on guard. In a corner six or seven Russian soldiers were engaged in a game of cards. Fragments of loaves scattered round showed that sleepers had not retired supperless. The refugees were quite orderly and quiet. Most of them went to sleep just as they were with boots, caps, and coats on. There were no stoves or other heating apparatus. The 300 expected in the afternoon seem to have got lost and the police escort which awaited them was, therefore, not required.

It is decidedly disheartening to read a report as that of the *Luau Kung Mow Cotton Spinning and Weaving Co., Ltd.*, which will be found on our sixth page. If such a sedately well-managed concern as this cannot do better, after more than ten years' experience, than make a net loss for the year—after writing off a very large sum for depreciation—of 20,000 taels, there seems to be little encouragement for the industry which started with such bright hopes. The directors remark, however, that "the year has been one of exceptional difficulty," so that this may be the darkest hour preceding the dawn.—*N. C. D. News*.

RELEASED NON-COMBATANTS AT KOBE.

A CONVERSATION WITH A RUSSIAN WAR CORRESPONDENT.

A couple of non-combatants from Port Arthur are now staying at the Hotel de Paris, Kobe, on their way back to Russia. One of these gentlemen, Mr. Koopchinsky, is a war correspondent and was at Port Arthur from the early days of the war. For the last seven months, however, he has had the misfortune to be a prisoner at Matsuyama. To a representative of the *Kobe Herald* who called on him at Hotel de Paris, Mr. Koopchinsky, who speaks French fluently, gave an extremely courteous reception. In reply to questions, he explained that he went to Port Arthur in the early spring of 1904, and had the misfortune to be a prisoner at Matsuyama. To a representative of the *Kobe Herald* who called on him at Hotel de Paris, Mr. Koopchinsky, who speaks French fluently, gave an extremely courteous reception.

In reply to a question as to whether he anticipated at the time he left Port Arthur, that the Japanese would be able to capture that fortress, he said that he was of opinion that they would not be able to take it. During the four months and more that he was at Port Arthur he had examined every part of the fortifications, and he came to the conclusion that the fortress would be able to resist for one to two years or longer. He believed that the surrender was due to lack of ammunition for the heavy guns. Provisions had become very scarce, even horseflesh fetching ninety kopeck a pound, but he did not think that fact would in itself have necessitated the capitulation. When he left, in July, food was abundant, and it was very carefully apportioned by General Stoszel. He estimated that at the commencement of the siege the garrison, not counting the sailors, numbered from 30,000 to 40,000. M. Koopchinsky did not care to venture on any prophecies as to the course of the war, but he had no hesitation in saying that he believed when it was over the Russians and Japanese would shake hands and become very good friends.

He is remaining in Kobe for a few days and will then proceed to Shanghai, whence he will return to his own country.

—*Sanitary Board Office, Hongkong.*

To-day's Advertisements.

PHILHARMONIC SOCIETY.

TO-MORROW NIGHT, 9 o'clock.

CONCERT

AT THE THEATRE ROYAL.

UNDER THE DISTINGUISHED PATRONAGE

OF H.E. THE GOVERNOR.

PROGRAMME:

ORCHESTRAL PIECES.

SOLOS.

CHOIR AND ORCHESTRA,

About 100 Ladies and Gentlemen.

Tickets obtainable at the ROBINSON PIANO CO., LTD., at \$3, 2 and 1. Hongkong, 15th February, 1905. [227]

SANITARY BOARD OFFICE,
Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleanned and Lime-washed THROUGHTOUT by the owner during the months of January and February.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandas.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork, in good condition, however, need not be Lime-washed but must be Cleanned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-mai-ki service reservoir to the northern boundary of Kau-lung.

THOS. A. HANMER,

Secretary.

Dated this 31st day of January, 1905. [250]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOATS-POSTE FRANCAIS.

Shipping Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ACHILLES"	16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW and LIVERPOOL	"ANTENOR"	5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW and LIVERPOOL	"MACHAON"	13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW and LIVERPOOL	"OANFA"	21st March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.

S.S. "ACHILLES," from U.K., left Singapore at noon on the 10th inst., and is due here at noon on the 16th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
"GENOA, MARSEILLES & L'POOL "AJAX"		20th February.
AMSTERDAM, LONDON & ANTWERP "IDOMENEUS"		25th February.
AMSTERDAM, LONDON & ANTWERP "STENTOR"		14th March.
"GENOA, MARSEILLES & L'POOL "PATROCLUS"		20th March.
AMSTERDAM, LONDON & ANTWERP "ACHILLES"		25th March.
AMSTERDAM, LONDON & ANTWERP "MACHAON"		11th April.
"GENOA, MARSEILLES & L'POOL "ALCINOUS"		20th April.
AMSTERDAM, LONDON & ANTWERP "KAISOW"		25th April.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, AND "PINGSUEY"		6th March.
all PACIFIC COAST PORTS, "OANFA"		24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 14th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	16th February.
NINGPO and SHANGHAI	"SZECHUAN"	17th "
CEBU and ILOILO	"BUNGIANG"	20th "
MANILA	"TEAN"	21st "
KOBE	"CHANGSHA"	22nd "
CEBU and ILOILO	"KAITFONG"	23rd "
TIENTSIN	"KANSU"	25th "
CHEFOOT and TIENTSIN	"CHIHLI"	28th "

* The Attraction of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking cargo and passengers at through rates for all New Zealand and other Australian ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 15th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	MANILA	SATURDAY, 18th Feb., at 10 A.M.
RUBI	2540	R. W. Mmond	"	SATURDAY, 25th Feb., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 15th February, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

For Freight and further information, apply to

SHEWAN, TOME'S & CO., General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

PORLTAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship Tons Captain To Sail at Daylight on

"ARAGONIA", 5,198 Schuld, March 5th, 1905.

"NICOMEDIA", 4,370 Wagner, March 31st, "

"NUMANTIA", 4,370 Bremer, April 10th, "

"ARABIA", 4,483 Bahle, May 11th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

NOTICE.

TSANG FOO & CO., COAL MERCHANTS AND STEVEDORES, 48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

Shipping Steamers.

CHINA NAVIGATION COMPANY LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" ... 1,309 J. P. MARTIN.

"KWONG TUNG" ... 1,288 H. W. WALKER.

Leave Hongkong for Canton at 9, every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey ... \$4

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and

YUEN ON S.S. CO., LTD.,

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,188 tons. Registered is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity hot and cold water service. The cuisine is unequalled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton, every following evening at 5 P.M.

1st Class ... \$3.00 for Single Journey.

2nd Class 1.50

Meals 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LTD.,

No. 216, Wing Lok Street.

WENDT & CO., Canton Agents.

Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"

Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE:

1st Class Single Ticket \$2.00, with Cabin \$3.00

Return \$3.00, " \$5.00

Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & CO., LTD.,

S. A. NORONHA, Macao Agent.

Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. Austin, R.N.R.

Hongkong, 15th February, 1905.

SHEWAN, TOME'S & CO., GENERAL MANAGERS.

Hongkong, 15th February, 1905.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

Intimations.

THE AMERICAN SYSTEM

OF DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VAUX ROAD CENTRAL, HONGKONG,
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

TSIN-TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

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AN APPEAL.

THE SUPERIORNESS of the ITALIAN CONVENT, CAINE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cradle's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 12nd April, 1904.

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Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS

The S.S. "POLYNESIEN,"

Captain Broc. will be despatched for MARSEILLES on TUESDAY, the 21st February, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. CALEDONIEN 7th March,
S.S. OCEANIEN 21st March,
S.S. TOURANE 4th April.

L. BRIDOU,
Acting Agent.

Hongkong, 8th February, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, Ceylon, Australia, India,
Aden, Egypt, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 25th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 8th April, 1905.

Parcel will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent,
Hongkong, 11th February, 1905.

[2]

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 21st November, 1904.

[71]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 26th March, 1904.

[70]

TO LET.

N. O. 1, RIPPON TERRACE.
"HATHERLEIGH," a detached resi-
dence with Tennis Court on CONDUIT
ROAD.
A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 25th January, 1905.

[69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.
S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 5th January, 1905.

[72]

TO LET.

FOR MANILA.
The largest, steadiest, and most comfortable
steamer for Manila.

Shawmut ... 9,606 E. V. Roberts Ab. Mar. 14

Tremont ... 9,606 T. W. Garlick, " April 14

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont

have just been fitted with very superior accom-

modation for first and second class passengers.

The large size of these vessels ensures steady-

ness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further Information, apply to

DODWELL, & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 13th February, 1905.

[8]

NOTICE OF REMOVAL.

A FOOK & CO.,

SHIP AND HOUSE COMPRADORES,

have this day

REMOVED

TO

NO. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

[64]

For Sale.

FOR SALE OR TO LET,
AT THE PEAK.

NOS. 2 AND 3, GOUGH HILL.

A N ELEVEN-ROOMED HOUSE with Dressing, Drying and Bath-rooms; partly furnished; distance thirteen minutes by chair from the Iman; fitted with superior baths and with hot and cold water; large Kitchen; Laundry and Servants' Quarters. Can be used as one dwelling or divided into two.

For Particulars and Terms, apply to—

SHEWAN, TOME'S & CO.

Hongkong, 30th December, 1904. [1971]

[1971]

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quart)
or 60 pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

[57]

FOR SALE.

I NCANDE-
SCENT,
Gasoline.
Lamps of all
descriptions
from the best
makers.

Incandescent
Mantles,
Chimneys,
Globes, Sha-
des, &c., for
Gasoline and Gas
Lamps at the most
moderate
prices.

Lamps fixed
up for Buyers
free of charge.

Naphtha of
the best kind
kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 16th November, 1904. [54]

[54]

To Let.

TO LET.

GODOWN No. 3, New Praya, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 21st November, 1904. [71]

[71]

TO LET.

N. O. 1, STEWART TERRACE,
THE PEAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 26th March, 1904. [70]

[70]

TO LET.

N. O. 1, RIPPON TERRACE.
"HATHERLEIGH," a detached resi-
dence with Tennis Court on CONDUIT
ROAD.
A HOUSE in WONG NEI CHONG ROAD,
FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 25th January, 1905.

[69]

TO LET.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD, Comfortable and
airy Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 5th January, 1905.

[72]

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LIGHT, DOCTOR AND STEWARDESS.

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NO. 12, POTTINGER STREET,

(opposite their old establishment).

Hongkong, 24th November, 1904.

[64]

TO LET.

ARRATOON V. APCAY & CO.,
45, Wyndham Street.

Hongkong, 6th January, 1905. [104]

[104]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.				\$1,000,000 \$7,000,000 \$250,000	\$1,492,554	Div. of \$1.10/- @ exchange 1/9 15/16 \$16.41 for first half-year 1904.....	5 %	\$720 London £ 61
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,492,554				
National Bank of China, Limited	99,025	\$7	\$7	\$175,537 \$191,973	\$21,668	\$2 (London 3/6) for 1903	54 %	\$36 sales
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$81,739	\$150,494	\$17 for 1903	61 %	\$260 sales & b.
China Traders' Insurance Company, Limited	24,							